

TUESDAY, SEPTEMBER 3, 1985

## O.C. supervisors limit MD-80s at John Wayne

Orange County supervisors have approved an out-of-court settlement with Newport Beach and others that will prevent operators of the MD-80 from participating in increased access to John Wayne Airport in the 1990s.

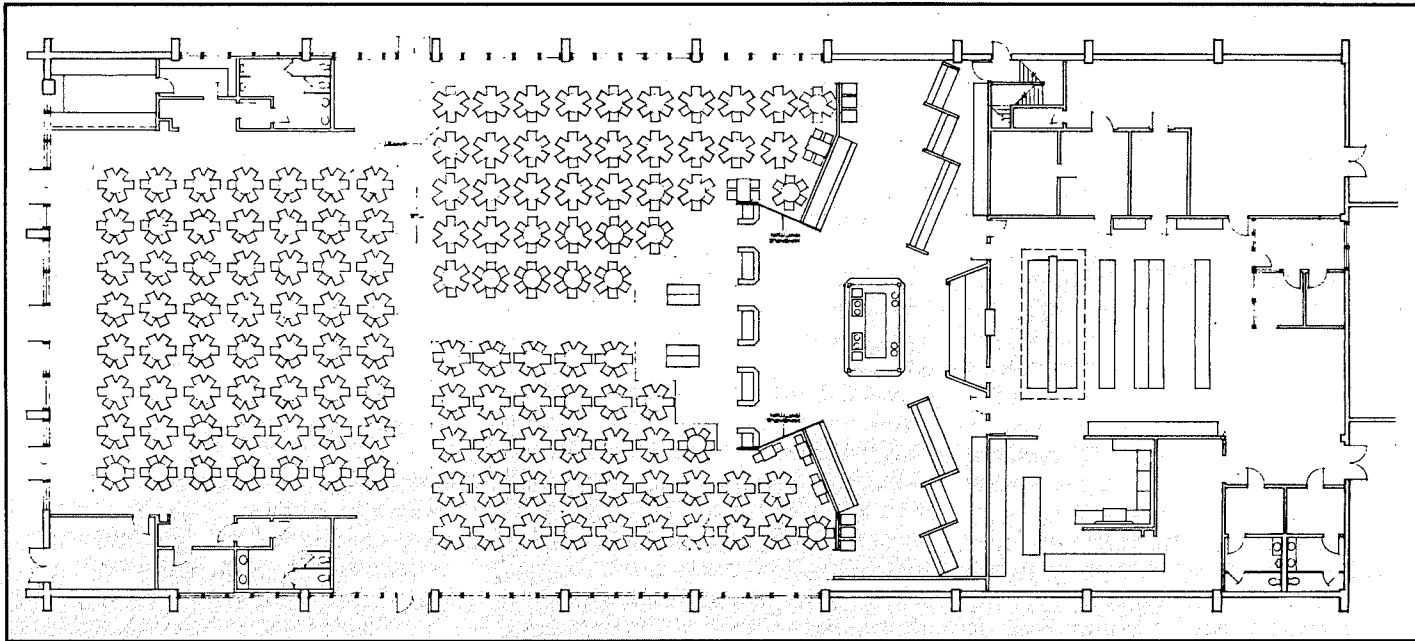
McDonnell Douglas will continue to oppose this discriminatory action.

"The strong protest by MDC's employees and suppliers and by organized labor had a strong impact on the supervisors," stated Nissen Davis, director of Communications. "The UAW, IAM, SCPEA, and AFL-CIO were united in opposing the settlement.

"The temptation, however, to endorse a compromise that seemed to finally allow for the expansion of the airport proved too great for the supervisors to resist," he added.

The settlement is the result of lawsuits between Orange County, the City of Newport Beach, and citizen groups over the airport's airline access plan. Phase 1 of the county-adopted plan established Class A and Class AA categories for airline operations based on readings from noise monitors under the departure path. DAC's MD-80 falls into the Class A category, while the smaller B737-300 can operate in Class AA with reduced

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Construction is scheduled to begin on the Torrance facility's cafeteria in December. It is being built on the site of Building 32. The new structure can be used as an 800-seat, full-service cafeteria or a 900-seat auditorium. Completion is expected by July 1986.

## Torrance plant builds new cafeteria

Demolition of Building 32 at the Torrance facility is underway. In the place of the 12,345-square-foot building will go a 24,000-square-foot cafeteria. Construction of the cafeteria is scheduled to begin in December and is scheduled for completion on July 1, 1986.

According to Larry Szatkowski, section manager, Plant Engineering, and Dick Sprague, facilities engineer, at Torrance, the new structure is designed to serve 800 employees in its cafeteria con-

figuration and seat 900 in its auditorium configuration.

In addition, two satellite eating areas are being planned to serve approximately 200 employees each. One satellite is located in the center of Building 2, and the other is located in Building 61.

"These two satellites will have food supplied by the main kitchen which has the capability to prepare meals for 1,400," stated Szatkowski.

Building 32 is the geometric center of the Torrance facility and housed the salvage sales office and material storage. Both functions have moved to Building 66.

Contracts for the new \$2.9 million cafeteria have been awarded to Burns & Roe Pacific Architects for overall design of the building, Claus Heppner & Associates for interior design, and Dewco Company for the kitchen and service area design.

Szatkowski pointed out that the service area incorporates a modified scatter system allowing customers the opportunity to hop from one food service area to another. "For example, if someone brings a lunch and only wants something to drink, he can go to the beverage counter rather than waiting in a single line," added Szatkowski.

As a cafeteria, employees will sit at 6-place round tables inside the building or they may sit in the 40- by 100-foot patio at the south end of the building. A small snack bar will be available for customers who bring their lunches and desire to sit in the patio area.

The building also will be equipped with a projection room in a mezzanine above the food service area. Cashier and condiment counters can be moved into the service area and a stage set up below the over-

head rear projection screen when the building is used as an auditorium.

"This gives us the capability of screening both video and film presentations and can be used for team talks and special reports," commented Sprague.

Lunch meals currently are being supplied by the same truck service that operates at the Long Beach plant. Once the new cafeteria is open, employees at Torrance will have menus similar to those served in the Long Beach cafeteria.

The decision to build the cafeteria is a result of a survey conducted by an employee committee. The committee recommended four alternatives: to retain the current truck service, cater meals and provide a permanent eating area, purchase vending machines that provide airline-type lunches, or provide a full-service cafeteria.

According to Sprague, the company selected the fourth option by approving plans for the cafeteria and its two satellite food service areas.

### *Slim Line starts*

Beginning today, the Long Beach cafeteria is offering a slim line menu, according to Jerry Robertson, branch manager, food service and vending.

The new menu features a different hot entree of fish, poultry, or beef each day. "Meat dishes are either broiled or baked instead of fried," commented Robinson.

In addition, cold meat plates, fruit plates, sandwich plates, or salads with a selection of three low-calorie dressings are available. The cafeteria also will prepare a slim line breakfast.



Employees in Department 411 were recently honored for perfect attendance during the last seven months. Members sustained their attendance record while working seven days a week. The department is responsible for painting and processing all fabricated parts that go into DAC's aircraft.